

Statement of Work

Avionics Equipment Acquisition and Repair Services-

BACKGROUND: The Federal Aviation Administration (FAA), Aircraft Maintenance and Engineering Group (AMEG), has the responsibility for flight inspection of National Airspace System (NAS), and in foreign territory, as well as certain foreign owned air navigation facilities designated essential to the NAS, and the United States military mission. AMEG performs maintenance and modifications on flight inspection aircraft owned by the FAA, franchise customers, and other aircraft owned by AMEG. The AMEG conducts a broad spectrum of maintenance actions that require new part purchases, replacement part purchases, equipment repair service, and equipment alteration service.

SCOPE: The AMEG has a wide variety of Rockwell Collins (RCI) avionics components and electronic equipment that require purchase, repair, calibration, overhaul, repair and exchange, and technical services to include but not limited to technical data/documentation including instruction manuals, and engineering support services at various quantities and times from various locations.

OBJECTIVE: All purchase or repairs under this agreement must meet the Federal Aviation Regulation Part 21 Certification Procedures for Products and Parts and Part 43 Maintenance, Prevention Maintenance, Rebuilding, and Alteration for installation on an AMEG customer aircraft. The replacement parts must also meet the requirements of Federal Aviation Regulation Part 43 along with the Original Equipment Manufacturer on parts as specified in Federal Aviation Administration approved data needed to maintain aircraft. The required items must be "Approved Parts" that are produced during the Type Certificate application process under Part 21, Subpart B, or Supplemental Type Certificate application process under Part 21, Subpart E, prior to the issuance of the certificate; subsequently determined to conform to the approved Type Certificate or Supplemental Type Certificate data (refer to Federal Aviation Regulation paragraph Part 21.303(b)(1)). All repairs must be made by a Domestic Repair Station, pursuant to Title 14 Code of Federal Regulations (CFR) Section 145.53, as necessary in the interest of safety. The repair station certificate holder shall conduct operations in accordance with CFR Part 145. The contractor will perform maintenance and/or alteration of aircraft and/or aeronautical parts from their approved capability list.

SERVICES: Avionics Component and Electronics Equipment acquisition: AMEG requires the contractor to have the ability to provide new and/or serviceable RCI avionics equipment and electronic components. Assets purchased from the contractor must conform to the receiving inspection requirements found in Chapter 3, Section 41 Flight Inspection Services (FIS) General Maintenance Manual.

Avionics Component and Electronics Equipment repair, calibration, and overhaul services: The contractor agrees to furnish all required labor, indirect material, tools, facilities, equipment, replacement parts and materials necessary to disassemble, clean, inspect, test, accomplish the repair, modification, reassembly, packing, preservation and packaging, and return to the Government in a completely serviceable condition, the items of Government owned equipment considered avionic electronic components in accordance to the technical data, original equipment manufacturer specification and manuals, covered under this agreement.

The contractor will provide evidence of approval for return to service under the following:

- a. Completion and Return of FAA Forms.
 - (1) All forms shall be completed and signed (initials are unacceptable) by a person having authority pursuant to the Federal Aviation Regulations to return the units to service. The individual's or company's certificate number shall be included as a part of each completed form.
 - (2) FAA Form 337, or the Contractor's work order, and a maintenance release, if normally issued, shall be packaged and returned as part of the shipment of the serviceable item. The contractor's work order or maintenance release shall contain the maintenance release statement as required in FAR Part 43, Appendix B.
- b. Repaired Overhauled Units. All units overhauled, the Contractor shall provide a clear legible copy of its own work order, including as a minimum, the following:
 - (1) Part Number, Serial Number, and nomenclature of the unit. (2) FAA Purchase Order/BPA number.
 - (3) Part Number and nomenclature of all parts replaced for each unit, identified by Serial Number.
 - (4) A description of the work performed.
 - (5) A reference to technical data used as instructions and procedures for the work performed.
 - (6) Time Since Overhauled/Time Since New.
- c. Major Repair or Alteration. Units undergoing major repair or major alteration as defined by Federal Aviation Regulations in accordance with a procedure, manual, or specification not previously found acceptable or approved by the FAA must be accompanied by a completed FAA Form 337 with field approval annotation in Block 3, or a FAA Form 337 with an appropriate engineering approval, FAA Form 8110-3, attached.

The Contractor agrees to provide the AMEG with a Teardown Analysis Report for the purpose of determining the repair required to return the unit(s) to a serviceable condition. The Teardown Analysis Report for each unit repaired, overhauled and exchanged shall contain the following:

- a. Description of wear or condition of each part.
- b. Physical dimensions where applicable.
- c. Any other pertinent information the contractor may provide during teardown.

NOTE: THIS DATA MAY BE INCLUDED AS PART OF THE WORK ORDER. After teardown and inspection, if the cost required for parts exceeds the amount established on the purchase order, the contractor shall submit a list of all parts required for each unit by part number, nomenclature, price, and total cost necessary on each unit by serial number, to the issuing office referenced on the purchase order. The Contractor shall not proceed with the overhaul and repair until disposition instructions are received.

The contractor agrees to furnish evidence of approval for the return to service for each unit serviced or furnished under this agreement. Such evidence must utilize the following forms, as applicable:

1. For units undergoing major repair, as defined by Federal Aviation Regulations (FAR), work must be performed in accordance with appropriate procedures, manual, or specifications that have been determined acceptable to the FAA administrator, and a FAA Form, 337, or Maintenance Release and Work Order as applicable by certified repair station shall be executed.
2. For units undergoing major alteration, as defined by Federal Aviation Regulations (FAR), work must be performed in accordance with data approved

- by the FAA administrator, and a FAA Form 337 shall be executed.
3. For all other units serviced, the contractor shall complete one of the following and attach to each unit:
- a. A properly executed maintenance release in accordance with FAR 43, Appendix B,
 - b. A maintenance record or a signed copy of the manufacturer's work order, if contractor does not possess a FAA repair Station Certificate under FAR Part 145, but performs maintenance, including rebuilding or alterations, pursuant to provisions of FAR Part 43,
 - c. A work order or summary of work performed for units and regulations of the FAR (non-aircraft systems or uncertified units),
 - d. A maintenance release, if contractor is an appropriately certificated air carrier, with must include the following:
 - Brief description of work accomplished
 - Air carrier certificate number
 - Signature of authorized person approving unit for return to service.
 - e. If the contractor is an appropriately certificated air carrier, a maintenance release must be issued. The air carrier certificate number, shown on the maintenance release, along with a copy of the work order completed in accordance with FAR 43, Appendix B, will be acceptable.

PERIOD OF PERFORMANCE: The AMEG requests these services for a period of five years from the time of award, or until terminated.

DELIVERABLES: All assets purchased under this agreement must be delivered to AMEG within 3 days after receipt of order unless otherwise stated in writing in advance.

All requests for repairs shall be delivered to the Government 15 calendar days, or sooner, after the contractor's receipt of the AMEG revised call obligation in reference to the contractor's Teardown Analysis Report. All shipments of the repaired units from the contractor's facility to the Government's location specified will be shipped by use of the AMEG Fed-Ex shipping account. The AMEG Fed-Ex shipping account will be supplied to the contractor upon the time of shipment back to the Government.

LOCATION OF WORK PERFORMANCE: The contractor will perform all repair services at its physical location.

GOVERNMENT FURNISHED EQUIPMENT AND FACILITIES: No GFP will be required. The contractor will have the necessary plant, equipment, and facilities to provide the services required under this contract.

FREIGHT COSTS: All freight cost associated with the delivery of newly purchased or the return of the repaired units, to the Government, will use the AMEG Fed-Ex account. The AMEG Fed-Ex account will be provided by the AMEG representative authorized to purchase repair services under this agreement.

INSPECTION, COMPLIANCE AND ACCEPTANCE: The contractor must comply with the receiving inspection requirements found in Chapter 3, Section 41 Flight Inspection Services (FIS) General Maintenance Manual.

If the contractor is an appropriately certificated air carrier, a maintenance release must be issued. The air carrier certificate number, shown on the maintenance release, along with a copy of the work order completed in accordance with scope of work mentioned above. The work order furnished shall include at least the following information: [Caution: This information must be furnished to preclude non-acceptance of the repaired unit(s).]

1. Part number, serial number, and nomenclature of the unit;
2. The number of the FAA delivery order authorizing the work;
3. A description of the work performed in such detail that the type and extent of such work can be readily ascertained;
4. A listing by part number and nomenclature of all significant parts replaced;
5. Reference to applicable technical data providing approved instructions and procedures for the work performed;
6. Verification of the reparable parts tag statement of unserviceability;
7. Contractor evaluation of the general condition of the unit as found during disassembly and inspection;
8. Date of completion of the work performed;
9. Name of the person performing work, if other than the person specified in 10 below; and
10. Signature, certificate number, and kind of certificate held if work accomplished by an individual.

The contractor shall provide Maintenance Release and Work Order for all cycle limited components replaced. These tags may be either the originals or copies, but must contain information that will document the current status and number of cycles of the components, including Time Since New (TSN), Time Since Overhaul (TSO), Cycles Since New (CSN) and Cycles Since Overhaul (CSO). The contractor shall provide Maintenance Release and Work Order for hard-time components. These parts tags indicating repair, replacement Time Since Overhaul (TSO), Time Since New (TSN), Total Landings, and Landings Since Overhaul of components should be included in all engine record documentation packages.

PROCUREMENT OF SUPPLIES, EQUIPMENT, AND MATERIALS: The AMEG is obligated on to the extent of authorized repair services actually performed under this agreement. The prices to the AMEG shall be as low as or lower than those charged the contractor's most favored customer for comparable quantities under similar terms and conditions, in addition to any discounts for prompt payment. The vendor will furnish all supplies, equipment, and material necessary to return all Government equipment, submitted for repair service, to a serviceable condition.

DELIVERY TICKETS OR SALES SLIPS: At each repair service interval, the contractor shall provide a delivery ticket or sales slip that contains the following:

1. Name of Supplier.
2. BPA number.
3. Date of purchase.
4. Itemized list of supplies furnished.
5. Quantity, unit price, and extension of each item, less applicable discounts (unit prices and extensions need not be shown when incompatible with the use of automated systems; provided, that the invoice is itemized to show this information).
6. Date of shipment delivery.

RECEIPTS: Receipt signature on a delivery ticket or sales slip document completes a delivery. The Contracting Officer, or the authorized representative of the Contracting Officer, will retain a copy of each delivery ticket or sales slip with an original receipt signature. The Contracting Officer, or the authorized representative of the Contracting Officer, will complete an order obligation document for each item ordered and received and forward a copy to the FAA Office of Financial and Budget Services with a copy the procurement issuing office. No such receipt shall alter the terms and conditions of this BPA.

DEFINITIONS:

FAA-Approved Parts. Aircraft parts, components, and materials manufactured under the FAA-approved Type Certificate (TC), Production Certificate (PC), Parts Manufacturer Approval (PMA) or Technical Standard Order Authorization (TSOA).

Certificate Holder. A person holding an Operating Certificate issued under Part 119 and conducting operations under Part 121 or section 135.411(a)(2), or a Part 145 Repair Station performing work under Part 145.205.

Class Rating. The class rating is used with respect to the certification, ratings, privileges, and limitation of aircraft within a category having similar operating characteristics.

Domestic Repair Station. A Domestic Repair Station, certificated repair station located in the United States, pursuant to Title 14 Code of Federal Regulations (CFR) Section 145.53.

Exchange And Repair (E&R). A repairable airframe or avionic item which, when unserviceable, is returned to the Contractor in exchange for a serviceable replacement airframe or avionic item.

Repaired/Overhauled. A used part or component that has undergone maintenance to return it to a serviceable condition.

Select E & R Equipment. An avionic repairable item which is specially controlled when unserviceable to ensure that its repair is performed by an avionic shop at an aircraft maintenance base.

Repairable item. An item which, when becoming unserviceable, is usually repaired to reuse. The decision to repair an unserviceable item is based on the economics of discard and replacement versus repair. This includes Exchange and Repair Items, Repair and Return Items, Local Repair Items, and select E & R Equipment.

Traceability. The ability to relate individual measurement results through equipment whose accuracy has been established via an unbroken chain of calibration records to a standard derived from the National Institute of Standards and Technology (NIST), equipment manufacturer, or other standards approved by the Administrator.

Beyond Economical Repair- Repair shall not be canied to the point where it becomes uneconomical to restore the equipment to serviceable condition.

Exchange- An exchange item is a repairable item which, when unserviceable, is returned to the Contractor in exchange for a serviceable replacement.

Surplus parts- A surplus part is an item considered unsuitable for its intended use at the expiration of the designated period and shall be removed from stock and service for processing as administratively condemned parts and/or equipment.